



2025 AIRTEC Motorsport BRSCC Fiesta ST240 Championship Sporting & Technical Regulations

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1. SPORTING REGULATIONS – GENERAL

1.1 TITLE & JURISDICTION

The 2025 BRSCC Fiesta ST240 Championship is organised by the British Racing & Sports Car Club (BRSCC) and in accordance with the [National Competition Rules \(NCR\)](#) of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Motorsport UK Championship Permit No: CH2025/R058

Race Status: Interclub

Motorsport UK Championship Grade: C

The BRSCC reserves the right to amend or vary the Sporting Regulations in accordance with [NCR Ch.3 App.10 Art.4.2](#) at any time before or during the Championship and further issue additional statements concerning the Regulations from time to time, subject to Motorsport UK approval, and all such statements will be issued by Championship Bulletin to the Motorsport UK and to all registered competitors by email or by post to the address detailed on the Registration Form, or by delivery to the competitor by hand. It is a condition of entry into the championship that all competitors, teams, team members and persons associated with any of the above agree to be bound by the Regulations including any amendments, variations or statements relating thereto.

1.2 OFFICIALS

1.2.1 Championship Co-ordinator

[Esther Crook](#)

Tel: [07713 165935](#)

Email: fiestaST240@brscc.co.uk

1.2.1.1 Clerk of the Course

Paul Levitt (*or his nominated deputy*)

Tel: 07815 908928

Email: paul@hareandlevitt.co.uk

1.2.2 Licenced Eligibility Scrutineer

Mr Ian Billett

Tel: 07342 286755

Email: ibillett@aol.com

1.2.3. Championship Stewards

D Scott, S Stringwell, D Evans & S Roach

Any three Championship Stewards will constitute a quorum. In the event of any of the Championship Stewards listed above being unavailable or being unable to consider any particular matter due to a perceived conflict of interest, the organisers reserve the right to appoint an alternative Championship Steward or, if deemed to be necessary, more than one alternative Championship Steward.

[NCR Ch.4 App.1 Art.1.2](#) The Championship Stewards [can](#) only adjudicate [upon](#) any disputes, irregularities or appeals arising from the [published](#) Championship Regulations. [They](#) are also empowered to consider any request from the Championship co-ordinator to penalise any Competitor for any breach of

Championship regulations and after holding a formal hearing those Stewards may impose a penalty in accordance with NCR Chapter 2 (subject to the rights of Appeal to the National Court there provided).

1.3 COMPETITOR ELIGIBILITY

1.3.1 Entrants must:

- (a) Be fully paid up valid membership card holding members of the BRSCC and
- (b) be registered for the Championship and
- (c) be in possession of a valid Motorsport UK Entrants Licence

1.3.2 Drivers and Entrant/Drivers must:

- (a) Be current Members of the BRSCC and
- (b) be Registered for the Championship and
- (c) be in possession of a valid Motorsport UK Competition Race Club licence as a minimum or be in possession of the highest grade of National Race Licence or valid FIA International Licence, together with their ASN's written consent (NCR Ch.6 App.3 Art.1.6 and FIA ISC Article 2.3.7b applies).
- (d) If participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from the school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.

1.3.3 Deleted

1.3.3.1 Deleted

1.3.4 All necessary documentation must be presented for checking at all rounds when signing-on. Includes drivers, parent/guardian for under-18's, Team Entrant (as per Entrant Licence).

1.3.5 Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout qualifying and racing.

1.4 REGISTRATION

1.4.1 All competitors must register for the championship by returning the Registration Form with the Registration Fee to the BRSCC prior to the Final Closing date for the first round being entered. Registrations will be accepted from the 15th January 2025 until the Entry Selection for the last round.

1.4.2 The Registration Fee is £295.00 payable to BRSCC.

1.4.3 Registration numbers will be the permanent Competition numbers for the Championship.

1.4.4 Acceptance via means of invitation or rejection of registration is entirely at the discretion of the organisers.

1.4.5 There will be two classes within the Championship. Competitors will need to self-classify into one of the two different classes at point of registration which will be:

Pro Class – Drivers looking for a high level of competition and/or drivers who have previously secured a podium finish in a BRSCC ST240 class car in a previous year of this championship (whether as a guest or

fully registered driver). Any competitor who has previously secured a podium finish in an ST240 class car will be registered automatically for Pro Class with no exceptions and no future class changes permitted.

AM Class - Drivers wishing to race without the pressure of the Pro Class, but still enjoying a competitive racing environment. The highest placed AM Class driver in the previous year of the Championship will automatically be placed in the Pro Class should they register for the current year.

1.4.5.1 A Pro Class registered competitor may not request to change class after initial registration or at any point in the season.

1.4.5.2 An AM Class registered competitor may submit a request to the organisers to be re-classified into the Pro Class at any point up until the conclusion of the second championship event. Points scored within AM Class will be carried forward into the Pro Class. A re-classification can only be sanctioned after consideration and authorisation by the championship organisers.

1.4.5.3 An AM Class competitor who secures an overall podium position within their first two championship events of the season will automatically be reclassified to Pro Class by the organisers immediately after the race in which the podium position was secured. All points scored up until that point will be carried forward into the Pro Class.

1.4.5.4 The organisers reserve the right to change a competitor's class at any time if they consider it necessary. The organisers decision shall be final.

1.4.6 Registered drivers in either class aged 45 years or over by the end of the 2025 calendar year will also qualify for the Masters Trophy. See Art. 1.7.3

1.5 CHAMPIONSHIP EVENTS

The 2025 BRSCC Fiesta ST240 Championship will be contested over the following rounds:

| ROUNDS | DATE | VENUE | ORGANISING CLUB |
|-------------|--|---------------------------|-----------------|
| 1, 2 & 3 | 5 th & 6 th April 2025 | Snetterton 300 | BRSCC |
| 4 & 5 | 10 th May 2025 | Oulton Park International | BRSCC |
| 6, 7 & 8 | 7 th & 8 th June 2025 | Anglesey International | BRSCC |
| 9, 10 & 11 | 19 th & 20 th July 2025 | Snetterton 300 | BRSCC |
| 12, 13 & 14 | 16 th & 17 th August 2025 | Silverstone National | BRSCC |
| 15, 16 & 17 | 13 th & 14 th September 2025 | Donington Park National | BRSCC |
| 18 & 19 | 25 th & 26 th October 2025 | Brands Hatch Indy | BRSCC |

1.6 SCORING

1.6.1 Points will be awarded based on overall finishing positions to Competitors listed as classified finishers in the Final Results as follows:-

| 1 st | 2 nd | 3 rd | 4 th | 5 th | 6 th | 7 th | 8 th | 9 th | 10 th |
|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------------|
| 50 points | 46 points | 42 points | 38 points | 36 points | 34 points | 32 points | 30 points | 28 points | 26 points |

| | | | | | | | | | |
|------------------|------------------|-----------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| 11 th | 12 th | 13 th | 14 th | 15 th | 16 th | 17 th | 18 th | 19 th | 20 th |
| 24 points | 22 points | 20 points | 18 points | 16 points | 14 points | 12 points | 10 points | 8 points | 6 points |
| 21 st | 22 nd | 23 rd down | | | | | | | |
| 4 points | 2 points | 1 point | | | | | | | |

In addition, the following points will be awarded:

- i) Starting the first race at each event in [overall](#) Pole position, having set the fastest lap time in the correct qualifying session: 1 point. The competitor does not need to be a classified finisher in the race to receive this point. If the fastest qualifier does not subsequently start the first race from pole position the point will not be awarded to this or any other competitor.
- ii) Fastest Race Lap ([overall](#)), set at any point in each race: 2 points. The competitor must be a classified finisher in the race to receive these points and, if not, the points will not be awarded to this or any other competitor.

Should any competitor in the Championship not participate in any of the first [17](#) races (or pro-rata reduction if the number of qualifying rounds is reduced) they will be eligible for any awards gained per race thereafter but will not score points and they will be considered invisible for the allocation of championship points.

- 1.6.2 Subject to 1.6.2.1, the totals from all qualifying rounds held, less three will determine the final Championship points and positions unless subject to the application of any [NCR Ch.2 App.8 Arts.2.3-2.4](#) penalties. Drivers disqualified from results for sporting or technical infringements may not use that (those) round(s) as discarded rounds for the purpose of overall championship placing. Drop scores must include any points for fastest lap and/or pole position accrued.
- 1.6.2.1 Unless a competitor has duly entered and takes part in the final championship event, the final event of the season cannot be used as drop score rounds.
- 1.6.3 Ties will be resolved [in accordance with NCR Ch.4 App.3 Art.4.](#)
- 1.6.4 Where the race distance has been reduced (2.6) it shall still count as a full points scoring round.
- 1.6.5 Competitors not registered for the Championship may be permitted on an individual round basis and will:
 - (a) Be deemed "Guest Competitors"
 - (b) Not score points and for the purpose of points scoring will be ignored
 - (c) Qualify for Event awards
 - (d) Comply with the eligibility as prescribed in Article 1.3 above, with the exception of 1.3.1(b) and 1.3.2. (b), as appropriate.
 - (e) Pay a £45.00 Guest Competitors Administration Fee for each round as a guest
- 1.6.6 All year end results are provisional until announced as official by the organisers, that includes tables published on all BRSCC official websites.

1.7 AWARDS

1.7.1 All awards are to be provided by the Organising Club.

1.7.2 Per Round

Trophies to 1st, 2nd and 3rd in each class (Pro Class and AM Class) – subject to a minimum of 4 starters in the respective class. If there are less than 4 starters in a class, only 1st place will be awarded.

1.7.3 Championship

Trophies to 1st, 2nd and 3rd in each class (Pro Class and AM Class).

Overall Champion – The Championship Trophy will be awarded to the competitor with the highest number of points overall.

Masters Trophy – The Masters Trophy will be awarded to the competitor with the highest number of points overall, who is registered as a Masters Driver at point of registrations. See Art. 1.4.6.

1.7.4 Presentations

Awards will be presented at the end of each round, or at the subsequent meeting if necessary. End of season awards will be presented at a designated end of season presentation ceremony.

1.7.5 Entertainment Tax Liability

Prize money and bonuses, if applicable, shall be posted to the Entrants within 7 days of the results being declared final after each round.

In accordance with current Government Legislation, the BRSCC is legally obliged to withhold tax at the current basic rate on all payments to non-UK resident sportsmen/sportswomen and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women.

That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Isles or Eire. This means that, as the organiser the BRSCC are required to deduct tax at the current rate applicable, from such payments they may make to non-UK residents.

Under certain circumstances, it may be possible for competitors to enter into an agreement with HMRC to limit tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before their payment is due.

For further information contact: - HMRC Personal Tax International, Foreign Entertainers Unit, St Johns House, Merton Road, Liverpool L75 1BB. Tel: (0151) 472 6488 Fax: (0151) 472 6483

1.7.6 Title to all Trophies

If Provisional Results or Championship Tables are revised after any presentations and these revisions affect the distribution of any awards the competitors concerned must return such awards to the organisers in good condition within 7 days.

1.7.7 The organisers reserve the right to arrange and introduce additional awards/bonuses during the Championship.

2. CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES

2.1 ENTRIES

- 2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries before each event.
- 2.1.2 Incorrect or incomplete entries (Including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Meeting Organiser receives the missing or corrected information or fee.
- 2.1.3 Any withdrawal of Entry or Driver/Car changes made after the acceptance of any entry must be notified to the Meeting Organisers in writing. [NCR Ch.3 App.11 Art.1.1.I](#) applies.
- 2.1.4 The Entry Fee for each event shall be specified in the SRs and on the entry form.
- 2.1.5 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.

2.2 BRIEFINGS

Organisers will notify competitors of the times and locations for all briefings in the Final Instructions for the meetings. Competitors must attend all briefings. If a driver misses a briefing they may be liable to a penalty.

2.3 QUALIFICATION PRACTICE

- 2.3.1 Should any practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final.
- 2.3.2 Each driver shall complete a minimum of 3 laps in the car to be raced and in the correct session in order to qualify ([NCR Ch.12 App.6 Art.3.1 applies](#)).
- 2.3.3 The grid for the first race of an event will be set by qualifying times. The grid for the second race will be set by the finishing order of the first race. For all triple header events, the grid for the third race will be decided by a ball draw carried out by the Championship Coordinator and witnessed by the Clerk of the Course. The draw will be as follows:

In all cases, for the third race of a triple header, the competitor that finished P1 overall in the second race will start in 10th position on the grid, with the competitor finishing P2 overall in 9th and P3 overall in 8th. The draw will then dictate the remaining grid positions for race 3 and will be drawn from those who finished the second race in positions 4th through to 10th. The first ball drawn will see the corresponding competitor start on pole, the second ball will see that competitor starting in second, and so on until all seven balls have been drawn. All other competitors who finished P11 overall and below will start the third race from the corresponding grid position.

Any competitor who receives a grid place penalty which is to be applied to the third race in a triple header will have that penalty applied to the grid after it has been dictated by the ball draw.

Should any competitor(s) officially withdraw from the event after the grid for the third race is decided, the vacant grid slot(s) will be taken by the car(s) that are positioned behind it/them on the grid, and all

remaining cars will move up accordingly. An official withdrawal being where a competitor has formally lodged their withdrawal with the Secretary of the Meeting or Clerk of the Course.

Cars practising out of session as per [NCR Ch.12 App.6 Art3.4](#) will be placed at the back of the grid, without time penalty.

Non-finishers & drivers disqualified from a race will be placed at the back of the grid for the subsequent race. Drivers disqualified from qualifying will be permitted to started from the back of the grid, subject to any penalty applied by [NCR Ch.2 App.8 Arts.1.20-1.21](#)

Cars found ineligible after qualifying as per [NCR Ch.2 App.8 Arts.1.20-1.21](#) will be placed at the back of the grid for the first race with a 10 second time delay.

- 2.3.4 If mechanical means are used by the marshals to remove the car to a safe position, the car concerned cannot re-join the session. Where deemed necessary, the Clerk of the Course may at his sole discretion allow a car to re-join the session but any future laps it completes in that session will not be timed or will be disallowed.
- 2.3.5 At the end of each session, all drivers must cross the Finish Line only once.

2.4 RACES

- 2.4.1 Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race ([NCR Ch.12 App.6 Art.9](#)) (1.6.4. above applies).
- 2.4.2 If mechanical means are used by the marshals to remove the car to a safe position, the car concerned cannot re-join the session.
- 2.4.3 At the end of each session, all drivers must cross the Finish Line only once.

2.5 STARTS

- 2.5.1 All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.
- 2.5.2. The start will be via a standing start.

The minimum countdown procedures/audible warning sequence shall be:

- I. 1 minute to start of Green Flag lap - Start Engines/Clear Grid.
 - II. 30 Seconds - Visible and audible warnings for the start of Green Flag lap.
 - III. A five second board will be used to indicate that the grid is complete after the green flag lap.
 - IV. The red lights will be switched on five seconds after the board is withdrawn.
- 2.5.3 Any car removed from the grid after the 1-minute stage or driven into the pits on the Green Flag lap shall be held in the pit lane and may start the race after the last car to take the start from the grid has passed the start line or pit lane exit, whichever is the later.

- 2.5.4 Any driver unable to start the Green Flag lap or start the race is required to indicate their situation as per [NCR Ch.12 App.6 Art.6.11](#). In addition any driver unable to maintain their grid position on the Green Flag Lap to the extent that all other cars are ahead of them may complete the Green Flag Lap but they **MUST** remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.

- 2.5.5 In the event that the starting lights fail the Starter will revert to using the National Flag.

2.6 SESSION RED FLAG

- 2.6.1 Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Start Line and RED [SIGNALS](#) will be displayed at the start line and at all Marshals Signalling Points around the circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane, during practice, and to the starting grid area, during a race, unless otherwise directed by officials.

Cars [should](#) not enter the pits unless directed to do so and all cars in the pit lane during a red flag period must take any restart from the pit exit.

- 2.6.2 **Case A – Less than two race laps completed by the race leader.**

The race will be declared a “No Contest” and available competitors will restart from their original grid positions. Competitors unable to take the restart may be replaced by reserves who will start from the back of the grid in reserve order. Gaps on the grid should not be closed up. The Clerk of the Course may order that the duration of the re-run of any race shall be a shorter distance than originally scheduled or may be abandoned altogether. The duration of the re-run will be determined as the duration of the race.

- 2.6.3 **Case B – More than two race laps completed by the race leader but less than 75% of the scheduled duration.**

Any race stopped after the leader has completed more than two laps but less than 75% of its duration will be considered as the first part of the race. Competitors will be restarted from a grid set out in the finishing order of this first part, which shall be based upon the order of crossing the finish line at one lap less than the number of laps completed by the leader at the time of first showing the RED [Signal](#). Only vehicles which are proceeding under their own power, in accordance with NCR [Ch.12 App.8 Art.1.7.j](#) at the showing of the Red [Signal](#) will be classified in this first part ([NCR Ch.12 App.6 Arts.9.1.c and NCR Ch.12 App.6 Arts.9.2-9.3](#) also apply). The result of the race will be the finishing order at the end of the restarted race (see NCR [Ch.12 App.6 Arts.9.1.d](#)).

- 2.6.4 **Case C – More than 75% of race completed**

If the leader has completed more than 75% of the race distance or duration it shall not be restarted and the results will be declared in accordance with NCR [Ch.12 App.6 Arts.9.1.e](#), unless the Clerk of the Course, in consultation with the Stewards deems it appropriate to restart the race.

2.7 PITS, PADDOCK & PITLANE SAFETY

- 2.7.1 **Pits & Paddock**

Competitors must ensure that the Motorsport UK, Circuit Management and Organising Club Safety Regulations are complied with at all times.

2.7.2 Pit Lane

The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take due care and respect the pit lane speed limits. [All drivers, teams and pit crew members must familiarise themselves and comply with NCR Ch.12 App.11 Art.3.6](#)

2.7.3 Refuelling

May only be carried out in accordance with the [NCR](#), the Organising Club Regulations, Circuit Management Regulations and SR's or Final Instructions issued for each Circuit/meeting.

2.7.4 Speed Limit

Pit Lane Speed Limit will be [60kph unless otherwise advised in event](#) Final Instructions.

2.8 RACE FINISHES

After taking the Chequered Flag drivers are required to:

- I. Progressively and safely slow down.
- II. Remain behind any competitors ahead of them
- III. Return to the pit lane/entrance as instructed
- IV. Comply with any directions given by marshals or officials
- V. Keep their helmets on and harness done up while on the circuit or moving in the pit lane.

All finishers in all races, plus any others instructed by an official to do so, must take their cars to scrutineering where post event eligibility checks may be carried out. Failure to comply will result in disqualification from the event.

2.9 RESULTS

All Practice Timesheets, Grids, Race Results are deemed provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures. [NCR Ch.3 App.6 Art.1.4 applies.](#)

2.10 TIMING MODULES

2.10.1 All competitors will be required to fit Electronic Self Identification Modules ([transponders](#)) to their cars for the purposes of accurate timing. The Modules must be in place and functioning correctly for all championship qualifying practice sessions and races.

The setting and servicing of these items must only be carried out by properly authorised Motorsport UK licensed Timekeepers.

Competitors [who have rented transponders from the official timekeepers](#) will be charged by the timing company for replacement of the Modules due to misuse or loss at any time during the season.

[NCR Ch.12 App.6 Art.2.2 applies.](#)

2.10.2 Competitors may not place electronic timing equipment within five metres of the official Start, Finish or any other official timing lines at any event or test session/day. Any such equipment placed within these zones will be removed.

2.11 QUALIFICATION RACES

If any event is oversubscribed the Organising Club may at their discretion run Qualification Races. Details will be provided in the Final Instructions and drivers' briefings.

2.12 OPERATION OF SAFETY CAR

The Safety Car will be brought into operation and run in accordance with [NCR Ch.12 App.8 Art.2.](#)

2.13 ONBOARD CAMERAS

All cars must have fitted a camera capable of producing HD quality footage and fitted with an SDHC or micro SDHC memory card in a place and position which will give a view that must include the steering wheel, show the track ahead of the vehicle with a field vision of approx. 100 [degrees](#). To obtain the optimum view, it is advised that at least one camera is fixed toward the centre of the car and behind the driver.

The mounting must be of a mechanical means of attachment sufficiently robust to withstand anticipated stresses and vibration and must not present any sharp edges or projections in the vicinity of the driver's body or helmet. The mounting must be approved by the eligibility scrutineer in accordance with [NCR Ch.7 App.9.](#)

The unit must be operable at all times when the car is on track during any official free practice, qualification session and race. The onus is on the competitor to ensure that the unit battery is charged and camera switched on to record during the above mentioned sessions. The memory card/method of video storage belonging to the competitor may be removed by the organisers and marked with an appropriate seal and/or number and the recorded footage copied for use in broadcast or any other area deemed appropriate by the championship organiser. Failure to make available to the championship organiser the recorded session video on the memory card/method of video storage when requested will be deemed to be an obstruction and the facts reported to the Clerk of the Course.

Should a competitor fail to make available to the Clerk of the Course the memory card or video footage, the Clerk of the Course may impose a penalty as defined in [NCR Chapter 2. Article 4.2.6 of these Championship Regulation also](#) refers.

Memory cards of not less than 32Gb capacity must be used and each card clearly marked with the allocated competitor number. This will aid identifying the relevant competitor for return of card.

2.14 PARC FERMÉ

At all race events the showing of the Chequered Flag (for both Qualifying and Racing) will indicate the commencement of Parc Fermé Regulations. Any vehicle that is in the pit lane at this time will be under Parc Fermé rules.

It is prohibited to work on any vehicle after the chequered flag has been shown. This includes tyre pressure checking, wheel changes or changes of driver, unless authorised by the Eligibility Scrutineer or their Deputy.

Any vehicle in the pit lane must be immediately taken to the designated Parc Fermé area. No team personnel may enter Parc Fermé unless authorised by the Eligibility Scrutineer or their Deputy.

No tools of any type may be passed by team members or mechanics to drivers whilst in Parc Fermé unless authorised by the Eligibility Scrutineer or their Deputy.

Competitors are reminded that the area designated as Parc Fermé area is a secure area and it is not permitted for any supporters to be in Parc Fermé unless at the behest of the eligibility scrutineer or their deputy.

3. SPECIFIC CHAMPIONSHIP REGULATIONS

3.1 MOTORSPORT UK'S RESPECT CODE

By registering for the Championship all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these regulations (Appendix 1).

3.1.1 Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.

3.1.2 It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.

3.2 RE-SCRUTINY

Any vehicle involved in a contact incident during any session or race must be re-presented to the scrutineers before taking part in any further session or race). [NCR Ch.7 App.12 Art.1.5 applies.](#)

4. SPECIFIC CHAMPIONSHIP PENALTIES

In accordance with [NCR Chapter 2](#) and these Championship Regulations.

4.1 INFRINGEMENTS OF TECHNICAL REGULATIONS

4.1.1 Arising from post practice Scrutineering or Judicial Action

Minimum Penalty: The provisions of [NCR Ch.2 App.8 Arts.1.20-1.21.](#)

4.1.2 Arising from post-race Scrutineering or Judicial Action

Minimum Penalty: The provisions of [NCR Ch.2 App.8 Arts.2.1a+b.](#)

For infringements deemed to be of a more serious nature the Clerk of the Course and/or Stewards of the Meeting are to invoke the provisions of [NCR Ch.2 App.8 Arts.2.1c.](#)

4.2 ADDITIONAL SPECIFIC CHAMPIONSHIP PENALTIES

4.2.1 [Deleted.](#)

4.2.2 In order to maintain standards of conduct, the Organisers [may](#) monitor Officials/Observers reports of adverse behaviour at race meetings. If any individual (or member of their team/supporters/sponsor) is included on any such reports during the season they may receive a written warning from the Organisers that their driving/behaviour is to be specifically observed at future race meetings. Any adverse reports during this period of observation could result in a Championship Stewards' enquiry, with possible loss of Championship points. [The organisers may also refuse further race entries.](#)

[This will include but is not limited or restricted to:](#)

- [Overly aggressive or dangerous driving](#)
- [Aggressive or threatening behaviour](#)
- [Abuse in any form](#)
- [Intimidation](#)
- [Discrimination](#)
- [Obtrusive Behaviour](#)
- [Any other action that is deemed to be detrimental to the Championship](#)

4.2.3 Where any competitor is penalised on any sporting infringement and incurs judicial penalty points, the Clerk of the Course shall notify the Championship Co-ordinator who will inform the organisers to apply the following sanctions. The number of penalty points endorsed shall be trebled and that number of points shall be deducted from the competitor's championship total.

4.2.4 Adverse behaviour (4.2.2) including offences under [NCR Ch.2 App.1 Art.1.16 & Ch.2 App.1 Art.1.1](#), may be construed as bringing the championship into disrepute, and could attract a penalty as follows:

Receive a verbal or formal warning. Be required to apologise to your fellow competitor(s) and/or Official(s). In addition the Championship Stewards may impose further penalties, which could include: Suspension from participation in one or more Championship Rounds; Receive a warning (which may also incur a deduction of 10 Championship Points); Receive a 2nd and Final warning (which may also incur a

deduction of 20 Championship Points); Disqualification from the Championship or withdrawal of membership of the BRSCC. Teams may be forbidden to attend club meetings. The matter may also be referred to the Motorsport UK who may consider whether there should be further penalty against the licenced Entrant/Team Entrant.

- 4.2.5 The Clerk of the Course reserves the right to impose a 'Stop-Go Penalty/Drive Through Penalty' in accordance with [NCR Ch.12 App.10 Art.2.](#)
- 4.2.6 Infringements of 2.13 (Onboard Cameras) may be liable to a Championship Penalty of a fine of up to £500.00 per offence, in addition to any penalty provided for by [NCR Chapter 2.](#)

4.3 SOCIAL MEDIA

Social media, including, but not restricted to, Facebook, Instagram, Twitter etc. is a powerful and wide-reaching medium for the expression of views and opinions, and the sharing of photographs and video. As such, competitors should be aware that their conduct on social media regarding the Championship, the BRSCC and its drivers should reflect the impact social media has. If a competitor is considered to have brought the Championship and the BRSCC into disrepute in the opinion of the Championship Stewards they may be subject to a penalty or disqualification from the championship. Additionally, competitors are reminded that the Motorsport UK monitor social media and any remarks that are deemed to bring the sport into disrepute can lead to penalties.

5. TECHNICAL REGULATIONS

5.1 INTRODUCTION

The following Technical Regulations are set out in accordance with the Motorsport UK specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it you should work on the principle that you cannot. Competitors are advised to read [Motorsport UK NCR Ch.1 App1, Ch.7, Ch.8, Ch.9 and Ch. 12.](#)

5.2 GENERAL DESCRIPTION

5.2.1 The 2025 BRSCC Fiesta ST240 Championship is for competitors participating in Ford Fiesta vehicles modified in accordance with the following regulations. Only the following model is eligible to compete within the Championship: Ford Fiesta Mk 7 ST180 or ST200 three door 1600cc Turbo (as amended by these regulations) (MY2008 to 2017). Cars are designated as ST240 throughout these regulations.

The organisers reserve the right to accept an entry by a competitor for a car which does not fully comply with these regulations. These cars will run in an "Invitation class" and will not qualify for event awards nor will they be eligible to score points and will be invisible for the purposes of allocating points to other classified finishers. Article 1.6.5 will apply, with the exception of 1.6.5 (c), where the competitor will **not** be eligible for event awards. The acceptance of a vehicle in the Invitation class will be at the discretion of the organisers.

[Vehicles must comply with the General Technical Regulations contained within Chapters 7, 8 and 12 of the NCR.](#)

5.2.2 Examination of Vehicles

The Eligibility Scrutineer (in addition to any other powers held under these Regulations) reserves the right before or after any qualifying session or race in the Championship to designate any one or more of the competing cars for special eligibility scrutineering. Competitors must be prepared, with tools and spare parts as necessary, to enable dismantling, removal and inspection of components, or to have any component(s) sealed at the circuit for later inspection by an Eligibility Scrutineer at the competitor's expense.

Upon such election being made the competitor shall immediately place the car under the control of the organisers and be deemed to have permitted all such scrutineering, examination and testing as the organisers may responsibly require to undertake. The organisers, Eligibility Scrutineer and any person appointed by him has the right to:

- A) Examine any aspect of the car at the circuit for such period as they may reasonably require and take fuel and/or other samples and/or
- B) Retain the car for detailed examination at premises chosen by the organisers. If the organisers or the Eligibility Scrutineer elects to retain the car they shall make it available for collection by the competitor at least seven days prior to the qualification session for the next race in the Championship unless the car is found to be in breach of these regulations and/or
- C) Seal the car and any of its components in any such manner as they may choose and require the competitor at their own expense to present the car at any other premises chosen by the

organisers for detailed examination within a specified period and/or remove the car by transporter at cost to the competitor to an appointed location. The competitor will be notified of the time, date and location of the subsequent testing or eligibility examination. The competitor will be liable to cover all relevant and receipted expenses costs in relation to the required personnel in attendance for any such vehicle inspection, as well as for any costs related to removal, dismantling, refitting of any parts as requested as part of the process. The organisers accept no liability for any parts that may be rendered unserviceable due to the inspection process.

- D) Any component(s) may at any time be sealed by or under the instruction of the Eligibility Scrutineer. Where fitted, and as of that instant those seals will be considered as a mandatory part of the eligibility compliance requirement for that vehicle. The validity of any seal fitted will remain effective for the entirety of the Championship season, or until the removal has been authorised in writing by the Eligibility Scrutineer.

The unauthorised removal or breakage of a seal will render the vehicle non-compliant with these championship regulations. Submission of a previously sealed component(s) at any subsequent scrutineering inspection held within the 2025 Championship displaying broken or omitted seals, will be in breach of Scrutineering requirements and as such liable to the penalties outlined in [Article 4.1 of these Championship Regulations, in accordance with NCR Ch.2 App.8 Art.1.23.](#)

Should a previously sealed component(s) be replaced by another component then the following will apply:

The use of the replacement component(s) shall be at the discretion of the Eligibility Scrutineer, and only with prior permission.

The previously sealed component(s) may be inspected by the Eligibility Scrutineer to prove its compliance with the regulations.

The overseen removal, dismantling, stripping of any required component will be undertaken by the competitor and/or mechanic/technician nominated by the competitor.

The organisers reserve the right to re-inspect vehicles at any time during the course of the season.

Competitors will be personally and solely responsible for ensuring that their cars comply with their registration details and with these regulations for each event at which they are entered. Failure to comply in either respect will be a breach of these regulations. Queries concerning eligibility should be referred in writing to the organisers/championship Eligibility Scrutineer at least seven days prior to an event entered, to permit a ruling in advance of any meeting at which it is intended to compete.

Any weighbridge or pad scales used by the organisers at a circuit, which may include that held by the organisers, will be considered definitive and the weight of a car established on such a weighbridge will be a finding of fact subject to [NCR Ch.10 App.5 Arts.2.3-2.4.](#)

A conversion factor of 0.454 kilos/pound rounded up to the nearest kilo or pound will be used. No other tolerance will be allowed.

- 5.2.3 It should be clearly understood that the regulations set out in the current [NCR](#) apply except where amended by the following texts.

It should also be understood that if it is not clearly specified that you can carry out a modification then you should work on the principle that you cannot.

5.3 SAFETY REQUIREMENTS

5.3.1 The requirements laid down in NCR Chapter 7, NCR Chapter 9 and NCR Ch.12 App.12-13 will apply.

5.3.1.1 Unless authorised and agreed by writing in advance by the organisers or the Championship Eligibility Scrutineer, the only permitted ROPS / roll cage is the Fiesta Championship ROPS as designed and supplied by Custom Cages of Daventry. Refer to <https://brscc.co.uk/formulae/brscc-fiesta-championship/> for supply details.

5.3.2 If fitted with a sunroof, this must be made of steel and securely fixed in the closed position by at least two additional fixings.

5.3.3 A full harness safety belt with a minimum of 4 straps (2 shoulders, 2 waists) must be installed in accordance with the NCR. It is recommended that a 5 or 6 strap safety belt is used.

5.3.4 Fire extinguisher – an FIA Homologated fire extinguisher must be fitted in accordance with NCR Ch.7 App.6 Art.1

5.3.5 A battery cut-off master switch must be installed. The circuit breaker when operated must isolate all electrical circuits with the exception of those that operate the fire extinguishers (NCR Ch.7 App.5 Art.5 applies). The triggering system for the circuit breaker should be situated at the lower part of the windscreen mounting preferably on the driver's side or below the rear window. The location is to be identified by a RED SPARK on a WHITE EDGED BLUE Triangle and the ON and OFF positions are to be clearly marked. The preferred system recommended is the Cartek fully electronic Battery Isolator System.

5.3.6 The bulkhead between the main engine bay and the passenger compartment must be sealed. Windscreen trim can be removed.

5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS

5.4.1 Definitions: All references to standard parts and/or material in these regulations shall be interpreted as references to the manufacturer's original specification(s).

5.4.2 All parts must remain as Standard except for the modifications specifically permitted within these regulations.

5.4.3 Unless specifically authorised in these regulations, the use, substitution of, and/or addition of, any parts, material or processes is prohibited, other than welding or repairing material or the fitting of the manufacturers standard replacement parts, for the sole purpose in every respect of restoring the vehicle to the manufacturer's Standard specification or to comply with Motorsport UK statutory safety requirements.

It is permitted to reclaim stripped threads back to the original size using thread inserts.

It is permitted to replace fixings to a different format providing the thread size remains the same.

It is permitted to weld up housings to reclaim them back to the original specification.

5.5 CHASSIS

- 5.5.1 The following can be applied to the body shell: strengthening of the suspended part in the area of the suspension pivot locations is allowed provided that the material used follows the original shape and is in contact with it.

N.B. Larger section composite reinforcement panels are not permitted.

- 5.5.2 Seam welding of the body shell is permitted. Only material/parts specially allowed by these regulations can be modified or removed. Removed material cannot be reused on the vehicle (see 5.8.1)

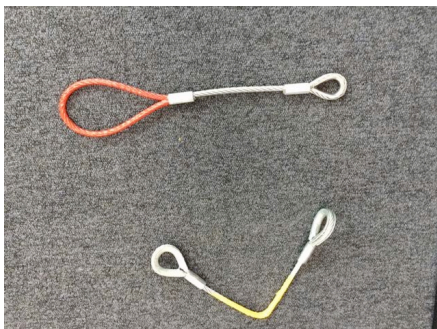
- 5.5.3 There must be towing eyes with minimum internal diameter of 60mm securely fixed to the main structure of the vehicle, front and rear, within the confines of the body to enable the vehicle to be moved in accordance with [NCR Ch.12 App.13 Arts.1.3-1.4](#). In respect of the front towing eye, this may not protrude beyond the vertical plane of the front bumper by more than 10mm. For the avoidance of doubt this precludes the use of the standard towing eye in its standard location, competitors must find an alternative.

It is strongly recommended that All Race Cars should, wherever possible, be equipped with two front and two rear towing eyes positioned equally either side of the longitudinal centre line. They should be clearly visible, marked with an arrow and the word “tow” and coloured yellow, red or orange to contrast with the vehicle colour scheme.

The towing eye must be fixed to a structural part of the chassis with a minimum of M12 fixings, the inner part must be flexible in order for the towing eye to be retracted inside the bodywork profile. A “pull-cord” must be attached to the towing eye to enable the marshals to access the wire loop.

Towing straps or wires must be in good condition and must be replaced if significant damage or wear is evident.

Examples of steel wire towing eyes that can be bolted to the chassis:



- 5.5.4 Bonnet and tailgate fasteners must be fitted. Original [bonnet and tailgate](#) locking devices must be rendered inoperative. Disconnected locking devices may be removed.
- 5.5.5 Steering lock must be rendered inoperative and may be removed from the vehicle. Cars fitted with Safety Airbag in the steering wheel must have them removed. **Caution is required over the removal of any airbag device. If in doubt contact the Eligibility Scrutineer for the correct method of removal.**

5.6 BODYWORK

5.6.1 Modifications Permitted

5.6.1.1 General

Modifications are not permitted other than those explicitly stated below.

5.6.1.2 Interior

5.6.1.2.1 Removal of spare wheel and tools.

5.6.1.2.2 Alternative steering wheel.

5.6.1.2.3 Non-standard driver's seat.

5.6.1.2.4 Removal of floor carpeting and sound deadening.

5.6.1.2.5 Removal/replacement of passenger seats.

5.6.1.2.6 Removal of passenger compartment heater.

Option – Removal of centre console and removal of boot lid inner panel.

5.6.1.2.7 Fuel and brake lines may be routed through the driver/passenger compartment subject to provisions of [NCR Ch.7 App.2 Art.18 and NCR Ch.7 App.4 Art.5](#). It is permitted to cover fuel lines to protect from heat.

5.6.1.2.8 It is permitted to remove the rear seat mountings.

5.6.1.2.9 The gear knob may be replaced.

5.6.1.3 Exterior

5.6.1.3.1 It is permitted to use additional fixings/tethers to retain items of trim into the front and rear bumpers. It is also permitted to use non-standard front and rear bumper to body fixings to assist panel security and durability, however only where these items have no effect on the performance or aerodynamics of the car.

Refer to <https://brscc.co.uk/formulae/brscc-fiеста-championship/> for recommended supplier details.

5.6.1.3.2 **Door** mirrors must be of the standard mirror shape and size and conform with silhouette.

5.6.1.4 Silhouette

Apart from the following exclusions, no change is permitted.

Exclusions: Rear wiper motor, wiper arm and blade may be removed.

Fitment of bonnet vents of size and positions as details in Appendix 2 [7.1]. It is permitted to remove the plastic blanking panels from behind the front grill honeycomb, however the honeycomb main structure must remain intact.

Fitment of Clubsport by Autospecialists double lip front splitter, or the similar version as supplied by JRW Motorsport. Refer to <https://brscc.co.uk/formulae/brscc-fiesta-championship/> for supply details. As long as the plan dimensions are not altered, it is permitted to reinforce the splitter by the addition of material to the underside. The splitter must be fitted flush with the lower surface of the front bumper, and must not be fitted in ways that lower it further than intended by the original design.

It is permitted to fit Mk7 Fiesta ST-Line front and rear bumpers.

5.6.1.5 Ground Clearance

The car with driver (in full racing kit) aboard must at all times have a minimum ground clearance of 120mm, which will be measured from the lowest point of the front subframe (rear) retaining bolt as shown in Image 1. This bolt must remain as standard OEM and must retain the original 5mm washer, as shown in Images 2 and 3. Measurement will be taken from either side of the car.



Image 1



Image 2



Image 3

5.6.2 Modifications Prohibited

5.6.2.1 General

Modifications are not permitted other than those explicitly stated in 5.6.1.

5.6.2.2 Interior Trim and Instruments

5.6.2.2.1 Dash panel and instruments must be as fitted and MUST be complete with all switches, air vents, steering controls, etc. All door trim panels must be fitted, however these may be of alternative materials but must cover all interior door apertures and any sharp edges.

5.6.2.2.2 The window mechanism of both front doors must be operable and capable of opening/closing the front door windows.

Central locking and alarm system must be rendered inoperative.

5.6.2.2.3 A centrally mounted, rear view interior mirror must be fitted and is free.

5.6.2.3 Exterior

All glazing must be as per the original design of the car.

5.7 ENGINES

5.7.1 Permitted Modifications

The only engine eligible is as fitted to the Ford Fiesta ST180 or ST200 (1.6 Ecoboost). Other than those specifically mentioned within these regulations, no other modifications to the standard specification of this variant of the engine are permitted.

Option: Fitment of an optional air con pump internal jockey wheel and shorter drive belt.

General

No modifications to the standard specification or other variant of the engine are permitted except for changes specifically detailed in these regulations. The engine blow by gases must be fed either into a catch tank with a containable **minimum** internal volume of 2 litres, or an internal breather. All production openings into or out of the engine not used as a direct result of this change must be effectively sealed.

The term standard shall apply to that as manufactured by the Ford Motor Company and will include the tolerances as manufactured by Ford Motor Company. If you are in any doubt then consult the Eligibility Scrutineer. Due to part availability pistons and bearings may be substituted with OEM matching quality parts to exactly the same specification as the original Ford part.

- 5.7.1.1 At the first event entered the competitor must present the car to the eligibility scrutineer or nominated deputy who may cause any component to be sealed in a manner determined by them. This action will be recorded and details kept by the championship organiser. These championship seals can only be broken in the presence of the championship scrutineer or nominated deputy, who will either check and/or re-seal the component. (5.2.2 applies)
- 5.7.1.2 Engine water pipes may be changed to a silicon based hose of the same size and dimension, hoses may be covered to protect from heat.
- 5.7.1.3 Engine and transmission mount bushes may be replaced with Powerflex poly bushes. Refer to <https://brscc.co.uk/formulae/brscc-fiеста-championship/> for part numbers and supplier details.
- 5.7.1.4 To allow the fitment of scrutineer's seals, the 3 bolts as shown in the following photograph must have their heads cross drilled.



- 5.7.1.5 Permitted modifications - Baffles in the sump. Any internal engine components fasteners may be replaced by suitable OEM matching quality parts.

Fitment of non-OEM forged connecting rods, with these having exactly the same big-end centre to small-end centre dimensions as OEM rods. All rods must be able to be used with standard pistons without

modification to the pistons. The fully assembled con-rod assembly, with both bolts and bearings, must be no lighter than 400 grammes each.

5.7.1.5.1 Fitment of non-OEM forged pistons, with these weighing no less than OEM pistons. Any non-OEM pistons used must not result in an increased compression ratio when compared with OEM pistons. Non-OEM pistons must be able to be fitted to standard OEM connecting rods.

5.7.1.5.2 Cylinder liners may be replaced but must remain dimensionally identical to standard OEM liners.

5.7.1.5.3 Where engines have been rebuilt using forged pistons or connecting rods: Before the engine is used in any official qualifying or race session the competitor must declare to the Championship Eligibility Scrutineer in writing the brand and part numbers of the non-OEM forged parts as fitted. The Championship Eligibility Scrutineer may then seal the engine, whereupon Article 5.2.2.D of these championship regulations will apply. Should a subsequent engine inspection show that the parts fitted to the engine were not as declared, this may cause the engine to be deemed as non-compliant with championship technical regulations.

5.7.1.6 Unless stated otherwise within these regulations, all standard production engine sensors which have any influence whatsoever on the engine management system must be retained in the correct position and in working order. It is not permitted to reposition positional sensors.

5.7.1.6.1 The turbo boost control solenoid may be relocated from its original position to protect it from heat damage.

5.7.1.7 Mandatory control software supplied by Pumaspeed must be downloaded/flushed to the car ECU. This Pumaspeed software shall be regarded as the only software permitted to be installed and used. At any time of their choosing, Pumaspeed Technical Representative and or the Eligibility Scrutineer will check compliance with the control software. Refer to [https://brscc.co.uk/formulae/brscc-fiesta-championship/](https://brscc.co.uk/formulae/brscc-fiеста-championship/) for supply details.

It is a mandatory requirement that all ECU's must have had the immobiliser system disabled by Pumaspeed, and for the body of the ECU to be sealed by way of fitment of a championship seal. The purpose of this is to allow the scrutineer to remove ECU's and temporarily replace with a championship control unit whilst the competitor's ECU is sent to Pumaspeed for compliance testing. The eligibility scrutineer also retains the right to exchange an ECU from any competitor's car with that from another competitor's car. Refer to <https://brscc.co.uk/formulae/brscc-fiesta-championship/> for supply details.

5.7.1.8 It is permitted to replace the standard electronic diverter valve with an alternative non-standard part, however the valve must only be of a type which operates electronically by using the standard wiring, wiring plug and electrical inputs.

5.7.1.9 The choice of make and type of spark plugs is free.

5.7.1.10 **Turbo**

The only permitted turbo unit is the championship controlled remanufactured item supplied and sealed by Turbo Technics and designated by them as R281 specification. This must remain as supplied by Turbo Technics, and any modifications or alterations from their R281 specification will render the unit as non-compliant with these regulations. Refer to <https://brscc.co.uk/formulae/brscc-fiesta-championship/> for supply details.

Even where fitting a brand-new OEM turbo unit, it must first be sealed by Turbo Technics to ensure regulatory compliance. Seals fitted by Turbo Technics will be considered as a mandatory part of the eligibility compliance requirement for all vehicles.

The manifold boost pressure sensor can be fitted with a boost take off tap to enable data logging of boost pressure.

5.7.2 Prohibited Modifications

Polishing or reworking of any part(s) including the inlet and exhaust manifolds, the inlet and exhaust tracts and combustion chamber space in the cylinder head.

The addition or fitment of spacers, shims or washers to apply additional tension to the wastegate.

5.7.3 Location

The engine must remain in the 'as manufactured' location in terms of lateral/longitudinal/vertical axis.

5.7.4 Oil/Water Cooling

The standard fan cowlings must be fitted with the standard Ford radiator. A standard Ford cowl that fits in front of the radiator may be removed but no replacement panels can be substituted to alter the airflow in the radiator.

Fitment of an additional oil cooler is permitted within the confines of the bodywork provided this does not entail modification of the bodywork or radiator grill.

Fitment of an AIRTEC Motorsport aluminium coolant header tank is permitted. AIRTEC offer two types, one that uses the OEM hose couplings, and an alternative that uses standard hose ends secured by hose clips. Either type is permitted for use.

5.7.5 Induction Systems

The only permitted induction system modification, is that achieved by the fitment of the AIRTEC Motorsport induction kit.

No modifications to the throttle body or manifolds are permitted.

AIRTEC Motorsport Stage 1 Intercooler - ATINTF025

AIRTEC Motorsport Foam Filter - AIRTEC-CC-175-70

AIRTEC Motorsport MAF Sensor Housing - ATMSFO79

AIRTEC Motorsport Stage 2 Induction Shield - ATMSFO67

Pro Hoses Induction Hose Upgrade – PH/INDF07

The original fitted Symposer unit may be removed and replaced with an AIRTEC Motorsport symposer or similar type blank.

Refer to <https://brscc.co.uk/formulae/brscc-fiesta-championship> for supply details. No further modifications to the standard throttle body, hoses or manifolds are permitted.

5.7.6 Exhaust Systems

5.7.6.1 A fully operational standard exhaust manifold and turbocharger system as sold by Ford Motor Co. specifically for this model of car must be fitted at all times. This means it must be of a type supplied and fitted to the showroom model as sold by the Ford dealer network. No modifications are permitted to the exhaust manifold or turbocharger apart from the mandatory process as detailed in 5.7.1.10.

All cars must be fitted with the mandatory championship exhaust parts as follows:

- Milltek Sport Large Bore Downpipe with Hi-Flow Sports Catalyst, Part number SSXFD096
- Milltek Sport Non-Resonated Cat-Back Race Exhaust System with Rear Silencer Delete, Part number SSXFD100REP. This system part number is not shown in the Milltek Sport catalogue as it is specifically designed for the Fiesta ST240 Championship. No other exhaust system (or rear silencer) is permitted. Individual part numbers for the SSXFD100REP system are, MSFD194REP, MSFD196REP, MSFD195.

Refer to <https://brscc.co.uk/formulae/brscc-fiesta-championship/> for supply details.

The full exhaust system must be free of leaks.

Catalytic operation may be tested by any means.

The final section of the exhaust must exit from the rear of the car, locating the outlet in the manufacturers cut-out of the rear skirt, and comply with Motorsport UK noise levels.

Exhaust manifold shield can be removed.

Exhaust wrap may be used to protect from heat. Ceramic coating of any exhaust part is not permitted. Where exhaust wrap is fitted, the Championship Eligibility Scrutineer reserved the right to request removal of this at any time to enable physical inspection of the manifold.

It is strongly recommended that fuel tank and gear cable heat shields remain fitted.

5.7.7 Ignition Systems

The 'as manufactured' ignition and engine management control unit must be used. All modules may be sealed by the organisers and numbered and recorded.

5.8 SUSPENSIONS

5.8.1 Permitted Modifications

5.8.1.1 Fitment of designated championship AST suspension kit is a mandatory requirement.

Refer to <https://brscc.co.uk/formulae/brscc-fiesta-championship/> for part numbers and supply details.

Spacers are permitted between the front damper rod and top mount, or between the top mount and the mounting point on the body according to AST manual.

Option: Fitment of 30mm spacer and fixing kit, as supplied by AST UK, is permitted between the rear damper top mount and the mounting point on the body of the vehicle.

It is permitted to fit an additional element to the front suspension that will solely limit the rotation of the shock absorber and not change any other element of the front suspension or its designated geometry.

Front anti roll bar maximum thickness is 22mm.

Powerflex offset bushes are permitted to be used in the front arm rear bush.

All other suspension bushes may be replaced with Powerflex brand poly bushes. Refer to <https://brscc.co.uk/formulae/brscc-fiesta-championship/> for part numbers and supply details. Other than standard OEM bushes and Powerflex bushes, no other brand or type are permitted.

5.8.1.2 Front camber must not exceed 6°

5.8.1.3 The fitment of Front and Rear springs must only be those as supplied by AST either as part of the mandatory championship suspension kit or supplied individually by them. The only permitted front main spring rates are 90Nm and 110Nm. It is permitted to use a front helper spring, part 80-20-60.

Rear Spring Part numbers are: Main 140-140-61 / Rear Helper 110-01-61. No alternative springs are permitted, nor are the fitment of additional tender or helper springs. Refer to <https://brscc.co.uk/formulae/brscc-fiesta-championship/> for supply details.

5.8.2 Prohibited Modifications

No modifications may be made directly to the rear axle beam to induce camber. No alterations may be made to the front wishbones and mountings for caster or camber. The standard front anti-roll bar must be fitted and operational (see 5.8.1.1). It is not permitted to modify the front suspension stub axle in any way. No modifications to component mountings permitted. All bolts and fastenings must be to OE specification, as must all mounting holes. Powerflex offset front arm rear bushes are permitted, and all bush dimensions must remain as OE specification. It is not permitted to modify or alter rear axle or front subframe assemblies by welding, gusseting strengthening in any way.

It is permitted to remove the rear brake back plates.

Shims or washers may be used between the stub and the axle to achieve adjustment of rear geometry.

5.8.3 Wheelbase / Track

As standard or as amended by permitted alterations.

5.9 TRANSMISSIONS

5.9.1 Permitted Modifications

5.9.1.1 Gearbox scrutineering seals may be fitted in any place as instructed by the Championship eligibility Scrutineer.

5.9.1.2 Fitment of ATB Quaife Engineering Limited torque bias Differential Unit Quaife part number QDF57Z is mandatory. Refer to <https://brscc.co.uk/formulae/brscc-fiesta-championship/> for supply details.

5.9.1.3 The original ratio standard ST180 gearbox internals, gears, final drive and casing must be used (refer to Photo 1). The only exception is the optional fitment of the championship specified 'Ford 4.3:1 ratio final

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drive ratio kit'. Refer to <https://brscc.co.uk/formulae/brscc-fiesta-championship/> for part numbers and supply details.

| TRANSMISSION | |
|--------------|------------------|
| Standard | Six-speed manual |
| Gear ratios | |
| 1st | 3.72:1 |
| 2nd | 2.05:1 |
| 3rd | 1.36:1 |
| 4th | 1.03:1 |
| 5th | 0.82:1 |
| 6th | 0.69:1 |
| Reverse | 3.8:1 |
| Final drive | 3.82:1 |

Photo 1 – Standard Gear Ratios & Final Drive

5.9.1.4 To enable a scrutineering seal to be fitted on the gearbox (see photo 2), the specified bolts will require drilling.



Photo 2 – Gearbox specified bolts

5.9.1.5 General

Modifications to the ATB torque bias differential action is expressly forbidden.

Engine and gearbox upper mountings must be Ford original part or an OEM matching quality part of the same material and dimensional specifications.

It is permitted to fit a gearbox oil cooler system, the make and type being free, however any cooling radiator must be positioned behind the front bumper grilles.

5.9.2 Transmission and drive ratios

With the exception of the parts listed in 5.9.1.2 and 5.9.1.3, only Ford production parts are allowed.

5.9.3 The clutch pressure plate may be replaced by an aftermarket item, but it must be the same size, weight and dimension as the standard item. A paddle clutch disc of the same nominal diameter may be fitted.

5.9.3.1 It is permitted to fit an AIRTEC Motorsport (or similar) Quick Shift mechanism. No other alterations to the standard gearchange system are permitted.

5.10 ELECTRICS

5.10.1 Exterior Lighting

All lights must be in full working order with the exception of the rear number plate light and the side repeater flashers which must be present but can be non-functional.

5.10.2 Rear Fog Light

The rear fog light must work and the on/off switch must be accessible to the driver when seated in the car and ready for competition. An additional rear (Rain Lamp) must be fitted as per [NCR Ch.7 App.5. Art.6](#), unless the standard manufacturer fog lamp complies. The preferred unit is the FIA sanctioned Cartek LED rain light. The electronic rain light switch from Cartek is also recommended for its additional hazard warning safety feature.

5.10.3 Batteries

A 12 volt battery must be used and fitted securely. Dry cell or Gel type batteries are recommended. The battery top must be covered by an insulating cover to prevent short circuits in the case of an accident. Battery may be relocated to inside cockpit but must comply to current Motorsport UK regulations.

5.10.4 Generators

The standard unmodified alternator must be fitted and operational at all times.

5.10.5 Wiring Harness

The main wiring harness cannot be modified except as required for the fitting of the battery master switch. [NCR Ch.7 App.5 Art.5](#). No data logging equipment may be connected into the ECU either by direct or indirect means.

5.10.6 The fuse board, ECU and OBD diagnostic plug may be relocated within the restrictions of the standard wiring loom, tape may be used to secure wiring.

5.10.7 All cars may have a system of lamp indication to determine engine revolutions to indicate gearchange point (Shift Light) or an LED display to give the gear in which the car is currently being driven (Digital Gear Indicator). To achieve this, the unit may be wired into the instrument loom to facilitate the functionality of either unit.

5.11 BRAKES

5.11.1 Permitted Modifications

5.11.1.1 The only front brake calipers permitted to be used are the EBC Racing Apollo-4 calipers as supplied as part of the EBC Racing big brake kit.

Refer to <https://brscc.co.uk/formulae/brscc-fiеста-championship/> for part numbers and supply details.

Rear brake calipers must remain standard, however these may be mounted on a conversion bracket to permit fitment of the EBC supplied Focus spec rear brake discs which may be used as an optional fitment.

The only front brake discs permitted to be used are the EBC Racing 300mm or 330mm Floating Disk Assembly as supplied as part of the EBC Racing big brake kit. Refer to [https://brscc.co.uk/formulae/brscc-fiesta-championship/](https://brscc.co.uk/formulae/brscc-fiеста-championship/) for part numbers and supply details.

The only rear brake discs permitted to be used are the EBC Racing Grooved Rear Discs or EBC supplied Focus spec rear brake discs which may be used as an optional fitment.

Refer to <https://brscc.co.uk/formulae/brscc-fiesta-championship/> for part numbers and supply details.

Excluding carbon / carbon-ceramic based items, any commercially available brake pads are permitted for use.

5.11.1.2 It is permissible to fit any production hydraulic wheel cylinder or pedal box cylinder as long as they fit the vehicle without modification. This includes the fitment of load sensitive rear brake correction valve, which may be made adjustable but not from within reach of the driver when seated in the driver seat. The ABS as fitted must remain and be in fully operational state. Anti-slip or extension pads may be added to all foot control pedals.

High quality aircraft specification flexible brake pipes are allowed subject to meeting minimum FIA Appendix J Safety Regulations (Art.253.3.2.). These require that all lines containing hydraulic fluid with the exception of lines under gravity head only, must have a burst pressure of 70 Bar (1000 psi) or higher according to operating pressure and a minimum operating temperature of 232 degrees centigrade (450 degrees Fahrenheit). When flexible these lines must have threaded connectors and an outer braid resistant to abrasion and flame (will not sustain combustion).

5.11.1.3 Brake ducting can be installed for the front brakes using the front fog light position in the front bumper as an entry point. Mounting of the ducting will be behind the bumper.

5.11.2 Prohibited Modifications

No further modifications permitted

5.12 WHEELS/STEERING

5.12.1 Permitted Options

Team Dynamics/Rimstock wheel 7 x 17 Pro Race-1.2 Offset 30 mm, or any alternative offset provided spacers are used to return it to an overall 30mm offset. If using hub spacers, the fitment of extended wheel studs is recommended.

Braid Fullrace A Wheel, 7 x 17 – Offset 30mm

Refer to <https://brscc.co.uk/formulae/brscc-fiesta-championship/> for supply details.

A standard, and unmodified Power Assist Steering (PAS) steering rack must be retained. The mounting bushes for the steering rack must be either the standard bushes or the Ford Motor Company Limited specified bushes only. Either the standard steering wheel, with the Safety Air bag fully disarmed or removed, or the alternative steering wheel (with 360° constant radius rim) and adaptor as defined in the appendix may be used.

5.12.2 Prohibited Options

No other item is permitted.

5.13 TYRES

Goodyear control tyres identified by individual coding and logo.

Tyre warmers are not allowed. The organisers reserve the right to introduce a different control tyre in the following season year.

The control tyre supplier is:

Mr Tyre (Motorsport) Ltd

Unit 1 Apex Centre

Lovell

Tamworth

B79 7TA

Tel: 01827 211021

The use of alternative tyres, compounds or chemicals/materials to alter tyre characteristics are prohibited.

- 5.13.1 It shall be the sole responsibility of the competitor to judge whether the track is wet enough to justify the use of wet weather tyres. Competitors may use either wet tyre specified below. Wet tyres must be of the same specification across each axle.

| | | |
|-------------------|------------|--|
| Mk 7 ST240 | Slick | 205/620R17 Slick TC 01C3 |
| | Wet | 205/620R17 GY CR9000 TC 01W4 |
| | <u>Wet</u> | <u>205/620R17 GY WET-L TC 02W3 (left)</u> |
| | <u>Wet</u> | <u>205/620R17 GY WET-R TC 02W3 (right)</u> |

5.13.2 Tyre Nomination

The maximum number of slick tyres available to each competitor will be limited to a total of 6 tyres per event.

Only slick tyres nominated for the event listed on the championship tyre nomination system, and wet weather tyres, will be permitted to be used at each event between the start of the first qualifying session and the end of the final race of the event. This includes tyres being carried in the pit lane, in the assembly area, and in Parc Fermé.

An additional 2 slick tyres may be permitted, however only if the technical representative from Goodyear and/or the Championship Eligibility Scrutineer agree that this is necessary for the event concerned. In that instance, the organisers will notify all competitors by event bulletin.

For the first event of the season, each competitor will be permitted to nominate a maximum of 6 slick tyres. These can be new or previously used tyres.

For each subsequent event, each competitor will be permitted to nominate a maximum of 2 new slick tyres, within a maximum allocation of 6 tyres. The balance of the allocation must be previously nominated tyres. All 6 tyres may also be previously nominated tyres.

In the case of a competitor joining the championship after the first event, they will be permitted to nominate a maximum of 4 new tyres at their first event of the season, within a maximum allocation of 6 tyres. All 6 tyres may also be previously used tyres. Any previously used tyres must be presented to the Championship Eligibility Scrutineer for inspection before they are permitted for use in any qualifying or race session.

Nominated tyres must be identified to the licensed eligibility scrutineer prior to the first qualification session of each event entered. Failure to nominate tyres within the above timeframe will render tyres as non-compliant with championship regulations.

Each competitor must record on the Tyre Nomination system the serial numbers of the 6 slick tyres which they intend to use at each event. The onus is on the competitor to ensure that the relevant information has been completed and has been supplied to the Licenced Eligibility Scrutineer or their appointed representative before the first official qualifying session.

Should for any reason the official Tyre Nomination system be inoperative, it is the responsibility of each competitor to manually nominate their tyres directly to the Championship Eligibility Scrutineer or their appointed representative before the first official qualifying session.

Failure to do so will be the subject of a report to the Clerk of the Course/Stewards and may render tyres as non-compliant with championship regulations.

Only in exceptional cases where in the judgement of the Licenced Eligibility Scrutineer damage to a maximum of 2 nominated tyres makes further participation in the event impossible, previously nominated tyres may be substituted.

The substitution may only be authorised by the Licenced Eligibility Scrutineer.

Only in very exceptional cases, and at the discretion of the championship organisers, where, in the judgement of the Licenced Eligibility Scrutineer, damage to tyres makes further participation in the event impossible, and all previously nominated tyres are not usable, additional new tyres above the maximum permitted allocation may be permitted. However for every additional tyre above the maximum allocation, the competitor will incur a 10 Championship point deduction. It is the competitor's responsibility to notify the Licenced Eligibility Scrutineer AND Championship Co-ordinator of their intention to exceed the tyre allocation prior to any Qualifying sessions or races.

At the Licenced Eligibility Scrutineer discretion any of the 6 slick tyres for the event listed on the Tyre Nomination Form may be retained at the end of any Qualifying session or Race, until a minimum of 30 minutes prior to next time that the tyres are required to be used.

The number of wet weather tyres permitted for use by each competitor is not restricted.

5.14 VEHICLE WEIGHT

Definition: As per NCR Ch.7 App.2 Art.19.

5.14.1 Minimum Weights

Ballast can only be installed in the position as per [NCR Ch.7 App.2 Art.19](#) (or as amended).

The all-up weight, including the driver in full racing kit at any time during an event is 1130kg. For the purposes of the Regulation, an event is deemed to include any transfer to a place of post-event scrutiny as directed by an official. If ballast is carried it must be identified to the scrutineer at pre-event inspection, and be capable of being sealed in position if required.

5.15 FUEL TANK AND FUEL**5.15.1 Types**

Standard production fuel tank must be retained, and it must remain fitted in its original location. Additionally, an approved protective plate or tank guard must be fitted below the tank.

[It is permitted to fit a fuel take off / drain valve.](#)

5.15.2 Only [Permitted Fuel as defined by NCR Ch.8 App.1 Art.1.7a complying with BSEN228 may be used.](#) The use of any additives in any petrol is prohibited.

5.16 SILENCING**5.16.1 Specification**

Vehicles must be silenced in accordance with [NCR Ch.7 App.8.](#)

5.17 COMPETITION NUMBERS/DECALS

5.17.1 Positions: Competition numbers must be displayed in accordance with [NCR Ch.12 App.4 Arts. 5.6-5.8.](#)

The numbers for each rear side window, shall be:

- (1) a minimum of 200mm high
- (2) with a stroke width of at least 20mm
- (3) coloured fluorescent yellow

In addition, the windscreen of all cars must display the competition number positioned on the upper side area of the passenger's side of the windscreen, as follows

- (4) the numerals must be at least 150mm high
- (5) be in the same colour and font as those displayed on the rear side windows
- (6) be placed no closer than 50mm from the lower edge of the windscreen "sun strip" and 50mm from the side edge of the windscreen

5.17.1.1 Points will only be awarded to competitors displaying Championship Decals in accordance with [NCR Ch.12 App.4 Arts. 5.6-5.8.](#) on either side of the vehicle in an unobscured position.

5.17.1.2 In addition, decals of the Championship sponsors, the promoters, and the BRSCC will be required to be displayed correctly.

5.17.1.3 All decals shall be fitted as issued. They may not be cut or otherwise defaced or deformed unless the Championship Co-ordinator has given written permission to do so. Such written permission must be available for inspection during any race meeting. A 'windscreen strip' will be affixed to the uppermost part of the front windscreen.

5.17.2 Suppliers

Sponsors and Club decals will be available at or before the first Championship race in which the vehicle is entered. Competition numbers will be obtained at the competitor's expense.

5.17.3 In addition decals of the Championship sponsors, and the BRSCC will be required to be displayed correctly, and as per the 2025 Fiesta ST240 Championship Livery Plan which can be viewed and downloaded from: [https://brscc.co.uk/formulae/brscc-fiesta-championship/](https://brscc.co.uk/formulae/brscc-fiеста-championship/)

6. APPENDICES

The following Commercial Undertakings are not subject to the Judicial Procedures of either the Championship Stewards and/or the National Court.

6.1 RACE ORGANISING CLUBS & CONTACTS

ORGANISING CLUB

British Racing & Sports Car Club

Unit 25 Wheatley Business Centre

Old London Road

Wheatley

Oxford

OX33 1XW

Tel: 01732 780100

www.brscc.co.uk

6.2 COMMERCIAL UNDERTAKINGS

6.2.1 Advertising/Glass

a) All glass areas must remain clear and unobstructed by decals/advertising or any other obstruction unless these regulations specify different or approved by the BRSCC/championship co-ordinator.

b) The only exception being the rear side windows that should have the drivers' race number and surname clearly displayed as per the Championship Decal Plan.

c) All surfaces, which have not been claimed for stickers by the Championship, its sponsors or used for the application of starting numbers, are free for use. The Championship co-ordinator must approve conflicting sponsor's decals in advance and the position, size, and colours (if approved) will be at the discretion of the championship co-ordinator.

d) The area on the nearside dashboard will be used to show the competitors numbers and the championship website address www.brsccfiesta.co.uk. If space allows, then one other advertising decal or text may be placed.

6.2.2 Vehicle Presentations

The presentation of the car is fundamental to the profile of the championship/series its sponsors and its audience. Therefore in considering whether to permit any car to race, at any point during the season, the organisers will regard as paramount the presentation of the car. In taking into account its appearance inherent in which is the standard of its presentation (including interior) they may disqualify any car which they consider may prejudice the reputation of the championship/series or is otherwise unacceptable. This will include where the car is presented at a race event bearing accident damage sustained at a previous event and which has not been subject to the completion of a full and proper repair. Note: A double header or triple header can be regarded as one event for the purposes of this regulation.

6.2.3 Vehicle Decals and Overalls

Competitor's overalls to be clean and maintained to a reasonable standard, and cars deemed to be of an unacceptable standard of presentation may not be permitted to race.

6.2.4 Promotional Activities

Competitors may be asked and will be expected to participate in championship promotion activities at the circuits, as requested by the organisers.

6.2.5 Paddock

Priority parking to race vehicles and race preparation units only. Road cars and campers permissible by prior arrangement with Championship Co-ordinators only. Request in advance for location of additional parking area.

6.3 Deleted

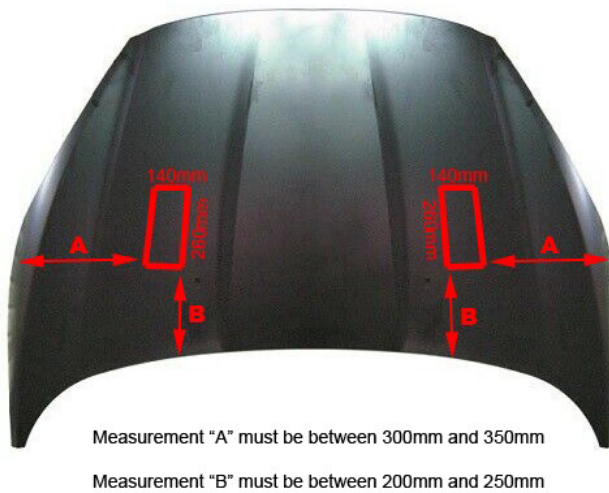
6.4 Deleted

7. REGULATORY APPENDICES

The following appendices form part of these regulations where referred to in this document and are subject to the Judicial Procedures at an event or of either the Championship Stewards and/or the [National Court](#).

7.1 APPENDIX 2 - BONNET VENTS

Bonnet Vent Location Guide



APPENDIX 1



A socially-minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK event in any capacity you agree to follow the values of the Respect Code:

Motorsportuk.org/racewithrespect
#RaceWithRespect

The Values

- Respect
- Fair play
- Integrity
- Good Manners
- Self-Control

I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play my part in keeping the sport safety through your actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

Any breach of these obligations may result in disciplinary action.